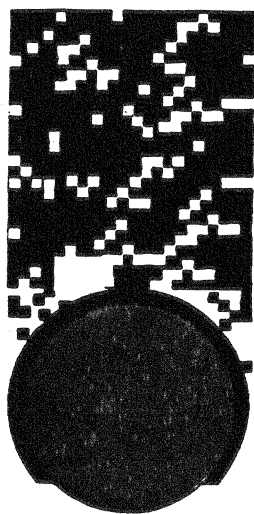


Strategic Regional Arterial

Cumberland Avenue / First Avenue
from Interstate 55 to Interstate 90

FINAL REPORT



**Operation
GreenLight**

Illinois Department of Transportation

MAY, 1997

FOREWORD

The Cumberland Avenue/First Avenue corridor is a Strategic Regional Arterial from Interstate 55 on the south to Interstate 90 on the north.

This Strategic Regional Arterial (SRA) Report has been prepared for the Illinois Department of Transportation and the SRA Subcommittee of the Chicago Area Transportation Study by Meridian Engineers & Planners, Inc.

As an SRA route, Cumberland Avenue/First Avenue is intended to function as part of a regional arterial system. It along with other SRA routes and the regional expressway and transit systems will carry high-volumes of long-distance traffic. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

Included in this report are: a description of the SRA study objectives and process; a detailed explanation and analysis of the existing route conditions; recommendations for improvements; and documentation of the process including comments received.

Information regarding the study and this report are available from the Illinois Department of Transportation, through the SRA Project Manager - Mr. Rich Starr, 708/705-4095.

EXECUTIVE SUMMARY

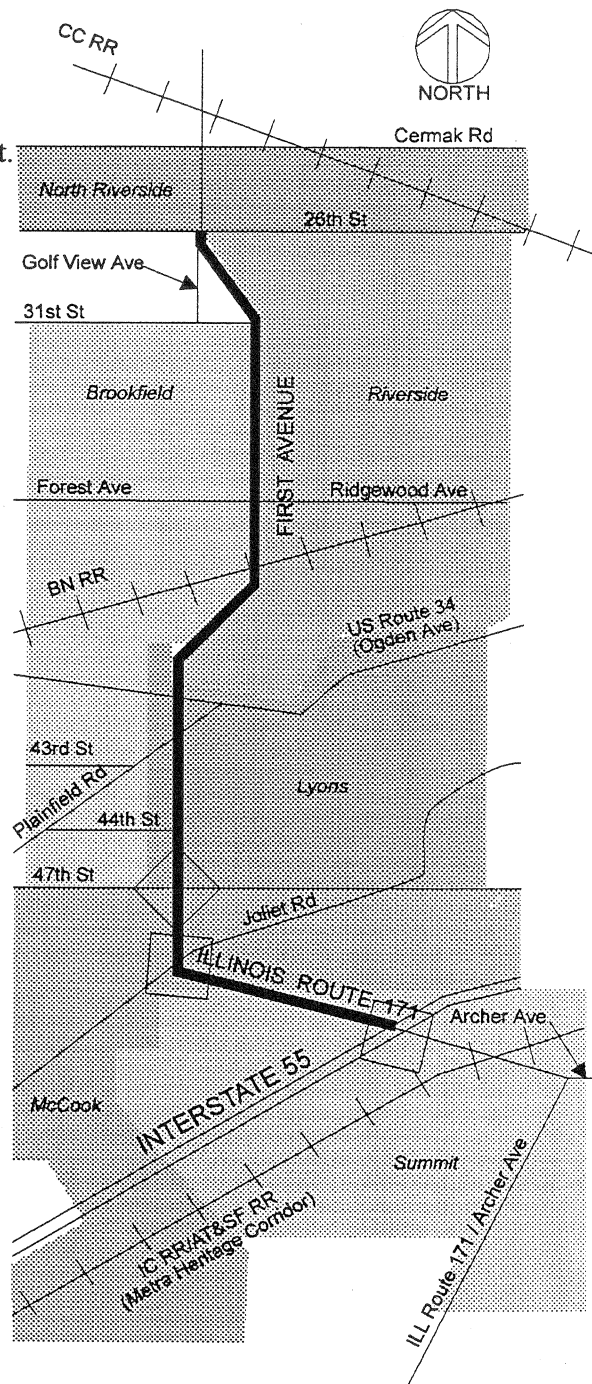
The Cumberland Avenue/First Avenue SRA is divided into seven segments. SRA studies, which began in 1992, have resulted in specific segment recommendations.

Segment 1: Interstate 55 to 44th Street

- Maintain four lane cross section with frontage roads and interchanges at Interstate 55, Joliet Road, and 47th Street.
- Improve signalized intersection at 44th Street.
- Provide sidewalk access from frontage road bus stops to industrial/commercial facilities.
- Provide bikeway crossing at bridge structures as part of regional trail.
- Provide park and ride facility near Archer Avenue.

Segment 2: 44th Street to 26th Street

- Provide two 12 ft. lanes in each direction, 18 ft. raised median, and curb and gutter within an existing 80 ft. to 100 ft. right-of-way.
- Improve signalized intersections at US Route 34 (Ogden Avenue), 31st Street, Forest Avenue/Ridgewood Avenue, and 26th Street.
- Remove signals at Plainfield Road, US Route 34 (Ogden Avenue) and Plainfield Road, and Golf View Avenue.
- Manage access by right-in/right-out only except at 1/4 mile median breaks and signalized intersections.
- Reconfigure Golf View Avenue to right-in/right-out access only.
- Convert Plainfield Road to right-in/right-out.
- Provide bus pullout at Riverside Brookfield High School (both sides).
- Provide pedestrian/bicycle overpass at Forest Avenue/Ridgewood Avenue.
- Cul-de-sac west leg of 43rd Street and east leg of Plainfield Road.

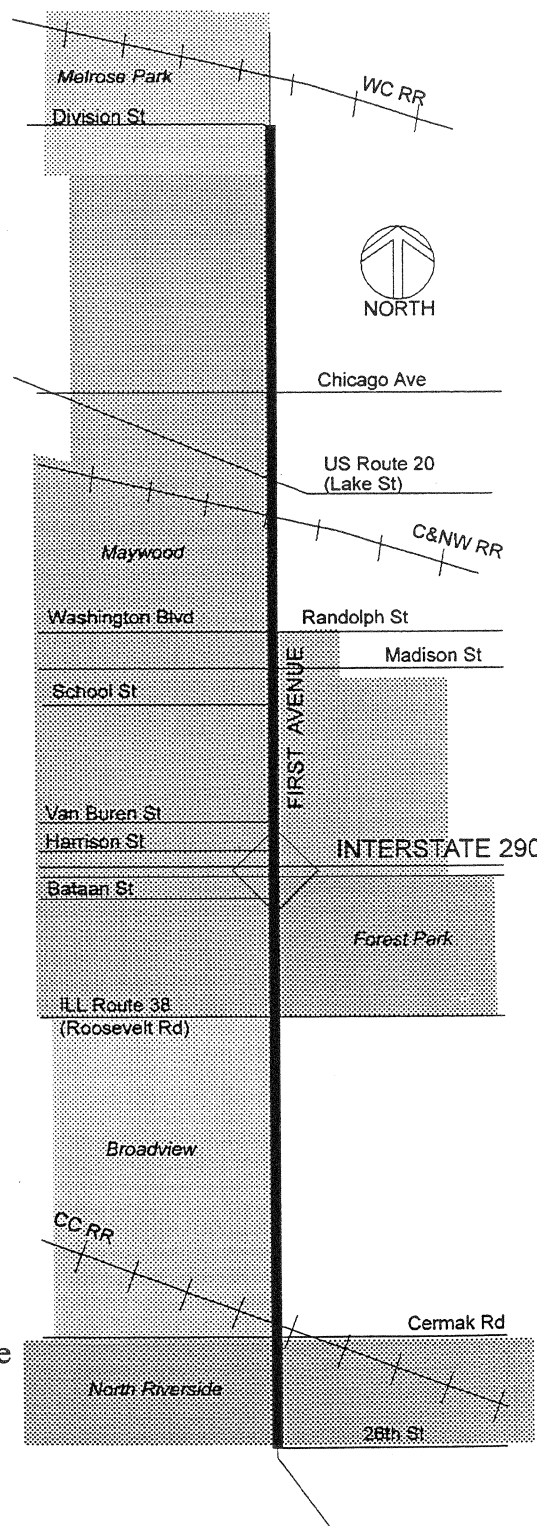


Cumberland Avenue/First Avenue

EXECUTIVE SUMMARY

Segment 3: 26th Street to Illinois Route 38 (Roosevelt Road)

- Provide two 12 ft. lanes in each direction, 4 ft. flush median, and curb and gutter, within the existing right-of-way between 26th Street and Cermak Road.
- North of Cermak Road to Illinois Route 38 (Roosevelt Road), provide two 12 ft. lanes in the northbound direction and three 12 ft. lanes in the southbound direction, separated by an 18 ft. raised median, within a 100 ft. right-of-way.
- Improve signalized intersections at Cermak Road, Illinois Route 38 (Roosevelt Road), CC RR Road, and both north and south entrances to the Veterans Administration Hospital.
- Manage access by right-in/right-out only except at 1/4 mile median breaks and signalized intersections north of Cermak Road. Northbound left turns to sidestreets will be restricted during peak hours from 26th Street to Cermak Road.
- Provide lighted bus pullouts at hospital.
- Provide at-grade pedestrian/bicycle crossings along Millers Meadows.



Segment 4: Illinois Route 38 (Roosevelt Road) to Division Street

- Provide two 12 ft. lanes in each direction, 6 ft. raised median, and curb and gutter, within an 80 ft. right-of-way between Illinois Route 38 (Roosevelt Road) and Interstate 290.
- North of Interstate 290 to Division Street, provide two 12 ft. lanes in each direction, a 14 ft. flush median, and curb and gutter within an 80 ft. right-of-way.
- Improve signalized intersections at US Route 20 (Lake Street), Chicago Avenue, Bataan Drive, Harrison Street, School Street, Van Buren Street, Madison Street/Washington Boulevard, and the C&NW RR.
- Provide a single point diamond interchange at Interstate 290 as post 2010 improvements.
- Improve at-grade pedestrian crossing at Proviso East High School.
- Provide retaining wall at the Des Plaines River south of Silver Creek.

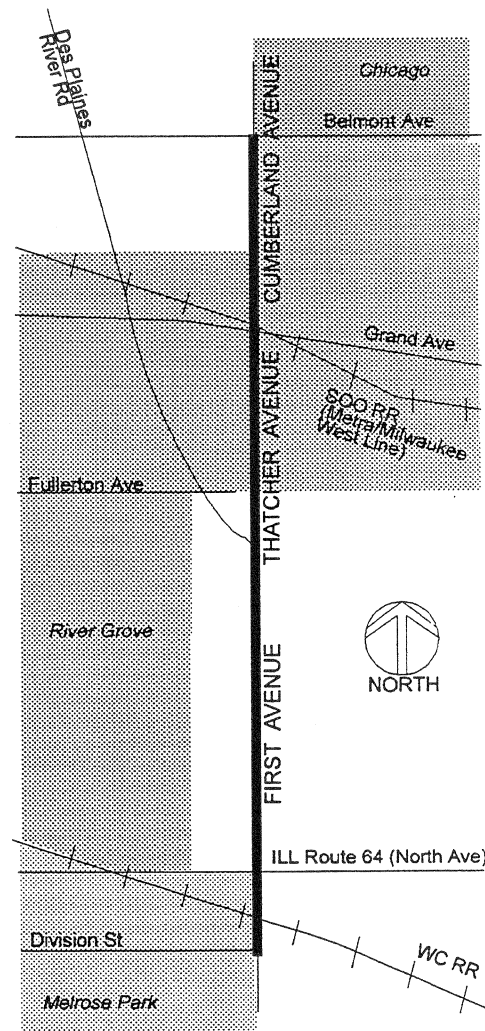
Cumberland Avenue/First Avenue

Segment 5: Division Street to Fullerton Avenue

- Provide two 12 ft. lanes with a 12 ft. auxiliary lane in each direction, 18 ft. raised median, and curb and gutter, within a 100 ft. right-of-way between Division Street and Des Plaines River Road.
- North of Des Plaines River Road to Fullerton Avenue, provide two 12 ft. lanes in each direction, separated by a 6 ft. raised median, and curb and gutter, within a 100 ft. right-of-way.
- Improve signalized intersections at Illinois Route 64 (North Avenue), Des Plaines River Road, and Fullerton Avenue.
- Manage access by right-in/right-out only except at 1/4 mile median breaks and signalized intersections between Division Street and Des Plaines River Road.
- Provide park and ride facility near Illinois Route 64 (North Avenue).

Segment 6: Fullerton Avenue to Belmont Avenue

- Maintain four lane cross section within the existing 66 ft. right-of-way.
- Improve signalized intersections at the SOO RR crossing and at Belmont Avenue.
- Remove the signal at Thatcher Avenue based upon warrant analysis.
- Relocate on-street parking to side streets.
- Maintain at-grade pedestrian crossing at Metra station.



Cumberland Avenue/First Avenue

EXECUTIVE SUMMARY

Segment 7: Belmont Avenue to Interstate 90

- Provide two 12 ft. lanes in each direction, a 14 ft. flush median, and curb and gutter, within a 100 ft. right-of-way from Belmont Avenue to Addison Street.
- North of Addison Street to Bryn Mawr Avenue provide two 12 ft. lanes in each direction, an 18 ft. raised median, and curb and gutter, within a 100 ft. to 160 ft. right-of-way.
- From Bryn Mawr Avenue to Interstate 90, provide three 12 ft. lanes in each direction, an 18 ft. raised median, and curb and gutter, within a 300 ft. right-of-way.
- Improve signalized intersections at Illinois Route 19 (Irving Park Road), Lawrence Avenue, Forest Preserve Drive, Addison Street, Montrose Avenue/East River Road, Bryn Mawr Avenue, and the Interstate 90 ramp/CTA terminal.
- Relocate on-street parking between Addison Street and Berteau Avenue to side streets.
- Manage access by right-in/right-out only except at 1/4 mile median breaks and signalized intersections north of Addison Street.
- Maintain at-grade pedestrian/bicycle crossing at Foster Avenue for school.

